

Fair and continued warm
today and Monday.

The Washington Times

FIVE SECTIONS
Fifty-two Pages

NUMBER 4470.

WASHINGTON, SUNDAY, SEPTEMBER 9, 1906.

PRICE FIVE CENTS.

EVERY ONE OF 'EM MAY SOME DAY BE A DEWEY

BUNCH OF FINE BOYS WHO ARE READY TO FIGHT FOR THEIR UNCLE SAM.



- | | | | | | | | | | | | | | |
|--------------|---------------|-----------------|----------------|---------------|--------------|---------------|----------------|----------------|---------------|------------------|-------------------|--------------|----------------------|
| 1. Ulrich. | 7. Evans. | 13. Dyer. | 19. Bradley. | 25. Stover. | 31. Edwards. | 37. Maxfield. | 43. Mathewson. | 49. Scott. | 55. Dunn. | 61. Hanson. | 67. G. E. Baker. | 73. Burford. | 79. Reed. |
| 2. Needham. | 8. Beuregard. | 14. Lawrence. | 20. Hoover. | 26. Atkins. | 32. Walsh. | 38. Bassett. | 44. Slaxton. | 50. Holcomb. | 56. Crenshaw. | 62. Milner. | 68. Farquhar. | 74. Beck. | 80. Davy. |
| 3. Gill. | 9. Campbell. | 15. Cruise. | 21. Bowdoy. | 27. Cumming. | 33. Frank. | 39. Jones. | 45. Russell. | 51. B. Bruce. | 57. Munroe. | 63. Brown. | 69. A. A. Baker. | 75. Bemis. | 81. R. T. S. Lowell. |
| 4. Caskey. | 10. Klusall. | 16. Cross. | 22. McCormick. | 28. Robinson. | 34. Osburn. | 40. Copeland. | 46. Stevens. | 52. Freilisen. | 58. Jacobs. | 64. A. A. Baker. | 70. Clark. | 76. Lee. | 82. Nixon. |
| 5. Theobald. | 11. Lewis. | 17. Cummings. | 23. Page. | 29. Starr. | 35. Johnson. | 41. Hewitt. | 47. Hill. | 53. Libbey. | 59. Spruance. | 65. Davis. | 71. Rhodes. | 77. Kenyon. | 83. Murnin. |
| 6. Babbitt. | 12. Schayler. | 18. Williamson. | 24. Woodward. | 30. Mayfield. | 36. Lauman. | 42. Howell. | 48. Shelling. | 54. Child. | 60. Hammond. | 66. Beehler. | 72. B. B. Taylor. | 78. Keiran. | |

FIVE MEMBERS OF THE CLASS WHO HAVE DISTINGUISHED THEMSELVES.



—Photos by J. Lynn McAboy.

BUSINESS MEN APPROVE PLAN OF NEW HARBOR

May Even Appeal to Congress for Appropriation to Aid in Improvements.

SEE THE NECESSITY FOR PROMPT ACTION

Greater Washington Demands the Opening of Potomac to Larger Vessels.

Business men generally have given unanimous approval to the plan for the improvement of the harbor and channel of Washington, to permit the largest ship of war and the merchant marine to approach the docks of the city in safety and ease. Indications now are that a determined effort will be made to secure, at the next session of Congress, a sufficient appropriation at least to begin this great work.

It is commonly realized that nothing that can be done will promote more the city's commercial importance. Many harbors, much less promising and offering much less of potentiality, have been so improved by the expenditure of the country's millions that millions of yearly commerce have been added to their trade.

Washington business men want to know why this can't be done for Washington. Other than its lack of representation in Congress there seems no direct answer to the question. The broad and deep reaches of the Chesapeake open out only a brief distance from the city's doors. Only the river itself needs attention.

Subject Attracts Attention.

The articles on the subject, previously appearing in the Washington Times, have directed public attention to this important and even vital subject. Many have given the matter deepest consideration. Frank P. May, senior member of the firm of P. P. May & Co., wholesale dealers in hardware, is one of those who have been most impressed by the importance of the subject, and the promise of future good the improvement of the harbor and channel holds out to Washington.

"There is no question about the advantage the improvement would bring to the city's trade," said Mr. May, speaking to a reporter of The Times yesterday afternoon. "Where water transportation offers competition to rail transportation, rates are always lower than where rail routes compete wholly with themselves. The limited water competition now offered is but a small part of what the Potomac might provide for the city."

"It has been credibly announced that

DINNER TO CREWS STRENGTHENS TIES BETWEEN NATIONS

Hospitality Robs Harvard's Defeat of Its Sting.

LONDON, Sept. 8.—Happier expressions of international goodwill have seldom marked an American-English banquet than attended the rowing men's dinner at the Princess restaurant last night when the Harvard and Cambridge crews were the guests of honor. It was hands-across-the-seas from beginning to end, and the most wholehearted good fellowship marked the entertainment of the oarsmen who yesterday plied endurance and watermanship one against the other on the Putney course.

No Bitterness in Defeat.

The defeat which the Harvard men had suffered at the hands of the Cantabs had left no rankle in the breast of any American present, least of all the crew men, and the enthusiasm which marked the speeches was really extraordinary in its spontaneity, and was incontestable proof of the highest sportsmanship which has attended the most recent of international boat races.

Among the guests were some of the most prominent English oarsmen and athletes, with high government officials and members of Parliament. Ambassador Whitelaw Reid and members of his staff represented the United States while a number of Americans in England to see the race were among the invited guests.

Ambassador Reid struck his most felicitous vein in his speech. He said: "I am authorized on behalf of Harvard University to assure Cambridge as

(Continued on Second Page.)

Lumber Trust Broken!
LUMBER AT OLD PRICES NOW!
At Libbey & Co., 6th & New York Ave.
—Adv.

PALMA SUMMONS CUBAN CONGRESS IN EXTRA SESSION

Seriousness of Situation Demands Prompt Action.

HAVANA, Sept. 8.—The seriousness of the situation in Cuba was made manifest tonight, when President Palma issued a call for an extraordinary session of the congress of Cuba to meet here in Havana on September 14. It is stated in the call that the extraordinary session will deal with present conditions on the island.

Great apprehension is felt as to conditions in Pinar del Rio. No word has been heard from there since early Saturday, and it is now feared that the insurgent leader has succeeded in carrying out his plans of occupying the leading points in that province.

In Santa Clara it is stated that General Guzman, the insurgent leader, is in complete accord with Lieut. Col. Valle, and it is also stated that General Bravo, who is in command of the insurgents near Trinidad, has also decided to cease hostilities until armistice arrangements can be made.

This is believed here to indicate that the demands of the insurgents that a new general election shall be called will be granted, thus pacifying all factions.

Insurgents Routed In Havana Province

HAVANA, Sept. 8.—Trapped and badly whipped in a battle almost within sound of the palace in this city, the insurgents in this province are scattered and demoralized. Colonel Asbert, who commanded the insurgents, is among the seriously wounded. The list of dead is

(Continued on Second Page.)

- 1—A. W. Frank. 3—R. C. Needham.
2—G. L. Caskey. 4—W. W. Bradley.
5—C. C. Gill.

ANNAPOLIS, Md., Sept. 8.—The eighty-five midshipmen who will be graduated from the Naval Academy on Wednesday next will leave that institution with less éclat than did almost any body of young men who preceded them, yet the section of the class is without doubt the most remarkable aggregation of graduates that ever left the American naval school.

The class of 1906, which began its services at the Naval Academy with 266 members, has been divided into three sections, to be graduated respectively in September, 1906, and February and June, 1907, and the first section represents the eighty-five youths who have qualified for the graduation in the first section by reaching the very high scholastic attainments which were set as the mark for membership in this very distinguished body.

Boys All Did Pretty Well.

Marks are assigned at the Naval Academy on the basis of 4 for a maximum and 2.50 represents a passing mark. Each of the eighty-five midshipmen, who will receive his diploma on Wednesday next, has made better than 3.25 as an average in all studies during the whole course at the Academy, and has received a mark also within the limit for the special course undergone this summer at the Academy.

It might be thought that a body of young men who had presumably devoted much time to their studies had done very little in other lines of activity which exist at the Naval Academy, as they do in other institutions where young men are gathered.

(Continued on Second Page.)

ANOTHER VICTIM OF DROWNING IN POTOMAC RIVER

William Walters Loses Life While Bathing With Companions.

William Walters, eighteen years old, of Langley, Va., was drowned about 3 o'clock yesterday afternoon while bathing in the Potomac off Forty-foot rock about half a mile above the Three Sisters on the Virginia side of the river.

Walters was swimming with a party of Washington boys at the time of the accident, and according to those who were with him, there is considerable mystery as to just how the drowning occurred. Early yesterday afternoon William B. LeDuc, who lives at 1493 Twenty-first street northwest, started up the river with his three sons—Louis, Arthur, and Harold—and McCall and Charles Mercer, of 1309 Twentieth street northwest.

While walking down Thirty-second street the party met Walters, and McCall Mercer asked him to go with them.

When they reached Forty-foot rock all of the boys in the boat made an effort to see who would be the first in the water. McCall Mercer was the first, and the others followed. Walters was seen in the water, a few minutes later, and apparently having considerable trouble to keep above the surface. One of the boys asked him if he needed assistance, but he made no reply.

He was missed later on and a search was immediately instituted, but no trace of the boy could be found.

At 5 o'clock a message was sent to Acting Harbor Master Dean, requesting him to send the harbor precinct launch Major Sylvester. When the boat arrived no one could be found who could tell where the drowning had occurred. After cruising for some time in the vicinity of Forty-foot rock the launch was obliged to return because of darkness. The search will be continued today, and the police will take several of the boys with them to point out exactly where the accident happened.

NEW RAILWAY, LONG DELAYED, NOW IN SIGHT

Washington and Western Maryland Shows Signs of Returning Life.

The citizens of Georgetown after years of patient waiting may at last be rewarded in their fight for better freight facilities through the completion of the long-delayed Washington and Western Maryland railroad, a part of which was constructed years ago, only to lie idle and fall into decay.

Underlying this statement is involved the problem as to whether that portion of the District is soon to take a forward step in commercial importance, and thus provide its full share in the Greater Washington "boom" movement, or whether it is to take a retrograde one. The question has recently been revived through the activity of the Washington and Western Maryland railroad in starting to carry out its charter obligations by constructing a spur of track to join with the Metropolitan and Southern Railroad Company at Chevy Chase, the latter company being the connecting link with the Baltimore and Ohio railroad at Linden, Md.

Replacing the Old Tracks.

During the last month the railroad company has had gangs of workmen employed in tearing up and replacing the old tracks laid some years ago, but which were never used because, it is claimed, the Baltimore and Ohio railroad at Linden, Md.

(Continued on Fourth Page.)

NEW ALEXANDRIA HIPPLE DREAM; SANK \$2,000,000

Philadelphia Bank Wrecker Lost Huge Fortune in Chimerical City on Potomac.

PROMOTED TOWN; SOLD ITS BONDS

Borrowed Immense Sums on Paid Up Bonds of W. A. & Mt. V. Electric Railroad Company.

A visionary city within seven miles of Washington is now said to have absorbed \$2,000,000 of the money which disappeared from the vaults of the Real Estate Trust Company of Philadelphia, before its president, Frank K. Hipple, committed suicide.

This town was to have been built outside of Alexandria, and was to be known as New Alexandria. It consists today of a lot of Potomac marshes and the breezes blow across it without hindrance, so far as tenanted buildings are concerned.

Hipple had faith in it, and it was his dream to build there factories and homes for the workmen who were to patronize the projected car lines and burn the gas that Hipple and his associates were to supply. The factories are still on paper and the gas plants are as yet figments of a distempered vision.

Bonds of this city and enterprises were sold by Hipple and then bought in. Then the old bonds, as worthless as Confederate currency, were pledged not only at his own company by him, but at other confiding banks to the extent of hundreds of thousands of dollars.

Started With Flourish.

The chimerical settlement of New Alexandria was started on the south bank of Hunting creek, one mile from Alexandria, about ten years ago.

During the first few years of its existence the new city seemed to be on the road to a prosperity that would eventually eclipse the parent city. Mr. Hipple, who was the prime promoter, was frequently in Alexandria, and the new suburb, superintending the establishment of a spoke and broom factory on the new site. A hotel was soon erected, and a number of cottages sprung up. Workmen began to pour in from Alexandria, as the New Alexandria was looked upon by many as the coming industrial center of that section of the State.

Among the first enterprises which gave color to the new settlement, was the erection of the powerhouse for the Washington, Alexandria, and Mt. Vernon railway, in that city. Mr. Hipple was at that time a stockholder in the railway company.

Five years ago the railway company removed the foot bridge which spanned